

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 04/22/2021	APWS Task ID: 67A10FA593B640B7A1EF7B38C6FC23B4	APWS Project ID: AB363FB617B9414CB88CA443BDA1C47A
Procedure: ILS OR LOC RWY 36LAMDT 7		Enroute: NO	Specialist: Blanco, Joseph		Agreement Number:
Airport ID: KAUS			Airport City: AUSTIN		State: TX
Facility ID: BSM	Facility Type: ILS	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments:</p> <p>MAJOR AMENDMENT USING PENDING AIRNAV DATA</p> <p>RUNWAY 35L BEING RENUMBERED TO 36L</p> <p>ESVs: AUSTIN (I-BSM) LOC</p> <p>CONTACT ALLAN WILL, AJV-A423, 405-954-6103.</p>					

QUALITY
22
CHECKED

1.27.2021
BD

QUALITY
26
CHECKED

FIG

ILS or LOC RWY 36L
AUSTIN-BERGSTROM INTL (AUS)

MISSED APPROACH: Climb to 1000 then climbing left turn to 3500 on heading 250° and CWK VORTAC R-222 to GARDS INT/CWK 29.2 DME and hold.



1000 ↑	3500 hdg 250°	CWK R-222	GARDS △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 60).			LAMAS
				JOVSA I-BSM [4.8]	CAMDY I-BSM [12.5] RADAR	I-BSM [16.5] RADAR	
		I-BSM DME ANTENNA	FUNNN I-BSM [3.2]	BIIRD I-BSM [6.2] RADAR			
		I-BSM [0.2]	I-BSM RADAR [0.9] 1600	2100	2500	(359°) 355° 5000 4000	
		←1.1 NM→	←2.2→	←1.7→	←1.3 NM→	←6.3 NM→ ←4 NM→	
CATEGORY	A	B	C	D	E		
S-ILS 36L	696/40 200 (200-¾)						
S-LOC 36L	900/40 404 (400-¾)			900/50 404 (400-1)			

AUSTIN-BERGSTROM INTL (AUS)
ILS or LOC RWY 36L

30°12'N-97°40'W

ILS or LOC RWY 36L

AUTOMATED AL-556 ILS or LOC RWY 36L

1:750,000

SC-3

01-28-2021

COMPILER: SQ

REVIEWER:

DBL CHKR:

EFF: FIG

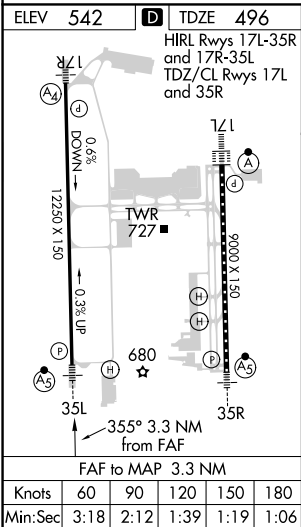
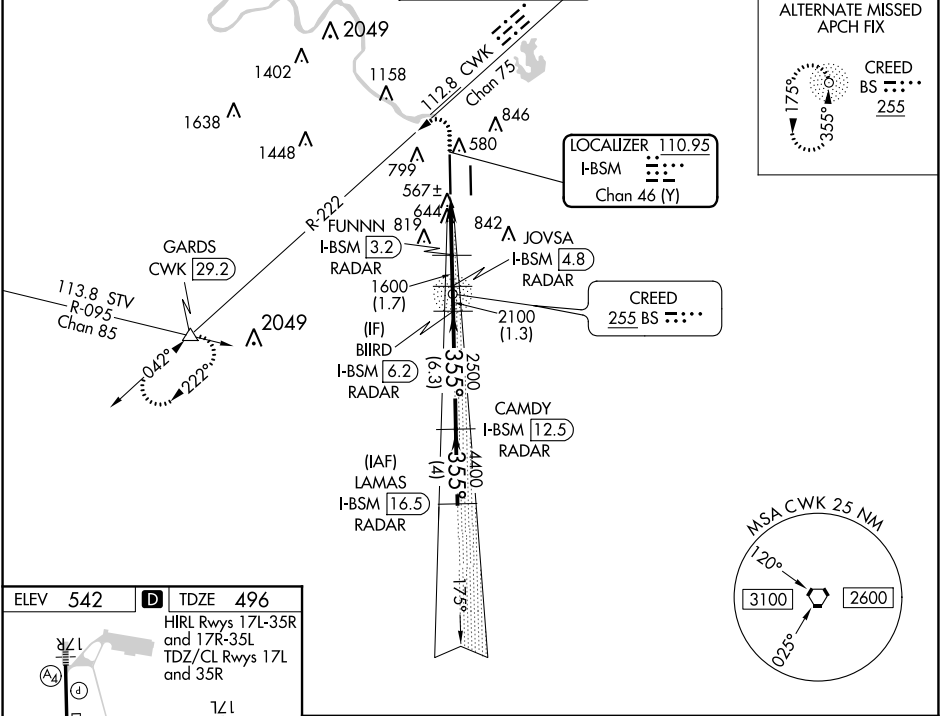
LOC/DME I-BSM	APP CRS	Rwy Idg	12250
110.95	355°	TDZE	496
Chan 46 (Y)		Apt Elev	542

OLD

ILS or LOC RWY 35L
AUSTIN-BERGSTROM INTL (AUS)

DME or RADAR required.	MALSR	MISSED APPROACH: Climb to 1000 then climbing left turn to 3500 on heading 250° and CWK VORTAC R-222 to GARDS INT/CWK 29.2 DME and hold.
Simultaneous approach authorized. For inop ALS, increase S-ILS 35L Cat E visibility to RVR 4000, S-LOC 35L Cats C/D/E visibility to RVR 6000. Rwy 35L helicopter visibility reduction below ¾ SM NA. **RVR 1800 authorized with use of FD or AP or HUD to DA.		

D-ATIS	AUSTIN APP CON	AUSTIN TOWER	GND CON	CLNC DEL	CPDLC
124.4	127.225 317.65 (EAST) 120.875 270.25 (SOUTH) 119.0 370.85 (WEST)	121.0 281.5	121.9 348.6	125.5 263.0	



1000 ↑	3500 hdg 250°	CWK R-222	GARDS △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 60).					LAMAS
				JOVSA I-BSM 4.8	CAMDY I-BSM 12.5 RADAR	I-BSM 16.5 RADAR			
*LOC only.				I-BSM DME ANTENNA	FUNNN I-BSM 3.2	BIIRD I-BSM 6.2 RADAR			
				I-BSM 0.2	*I-BSM 0.9	1600	355° 5000		
						2100	2500	4400	GS 3.00° TCH 54
				1.1 NM	2.2	1.7	1.3 NM	6.3 NM	4 NM
CATEGORY				A	B	C	D	E	
S-ILS 35L**				696/24 200 (200-½)					
S-LOC 35L				900/24 404 (400-½)		900/40 404 (400-¾)			

SC-3, 03 DEC 2020 to 31 DEC 2020

SC-3, 03 DEC 2020 to 31 DEC 2020

ESV Details

Originating Office :AJV-A423		Airspace Docket Number :		Request Type :Establish		
Facility Data						
Chart Name:LAMAS ILS OR LOC RWY 36L		City:AUSTIN		Ident:BSM		State:TX
Type/Class: LOC		Frequency: M110.95		Reference Number: 21019805		
Extended Service Volume Data: (Requesting Officer)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	
FAA 070151 - 001	175		19	50	60	
Requirement: GRANDFATHERED: SUPPORT LAMAS DME/RADAR FIX (KAUS) RWY36L						
Signature:Blanco Joseph		Routing Symbol:AJV-A423				Date:01/28/2021
Extended Service Volume Data: (FMO)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 070151 - 001	175		19	50	60	APPROVE
Requirement/Remarks: GRANDFATHERED: SUPPORT LAMAS DME/RADAR FIX (KAUS) RWY36LAPPROVED. FREQ. PROTECTION & FIELD STRENGTH. PENDING FLIGHT INSPECT @ REQUIRED. DIST. & MIN ALT..						
Signature:gazi abdullahil		Routing Symbol:			Date:01/28/2021	
Extended Service Volume Data: (Super FMO)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 070151 - 001	175		19	50	60	APPROVE
Requirement/Remarks: GRANDFATHERED: SUPPORT LAMAS DME/RADAR FIX (KAUS) RWY36LAPPROVED. FREQ. PROTECTION & FIELD STRENGTH. PENDING FLIGHT INSPECT @ REQUIRED. DIST. & MIN ALT..						
Signature:Hughes Dennis		Routing Symbol:			Date:01/28/2021	
Extended Service Volume Data: (FIFO)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 070151 - 001	175					
Requirement/Remarks:						
Signature:		Routing Symbol:			Date:	

ESV Details

Originating Office :AJV-A41		Airspace Docket Number :		Request Type :Establish		
Facility Data						
Chart Name:LAMAS ILS OR LOC RWY 36L KAUS		City:BuckleyAUSTIN		Ident:GFQ		State:TX
Type/Class: DME		Frequency: M1133		Reference Number: 21019779		
Extended Service Volume Data: (Requesting Officer)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	
FAA 070073 - 001	175		19	50	60	
Requirement: LAMAS ILS OR LOC RWY 36L KAUS						
Signature:Gurney Rebecca		Routing Symbol:AJV-A41				Date:01/27/2021
Extended Service Volume Data: (FMO)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 070073 - 001	175		19	50	60	APPROVE
Requirement/Remarks: LAMAS ILS OR LOC RWY 36L KAUSAPPROVED. FREQ. PROTECTION & FIELD STRENGTH. PENDING FLIGHT INSPECT @ REQUIRED. DIST. & MIN ALT..						
Signature:Hughes Dennis		Routing Symbol:			Date:01/27/2021	
Extended Service Volume Data: (Super FMO)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 070073 - 001	175		19	50	60	APPROVE
Requirement/Remarks: LAMAS ILS OR LOC RWY 36L KAUSAPPROVED. FREQ. PROTECTION & FIELD STRENGTH. PENDING FLIGHT INSPECT @ REQUIRED. DIST. & MIN ALT..						
Signature:Hughes Dennis		Routing Symbol:			Date:01/27/2021	
Extended Service Volume Data: (FIFO)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 070073 - 001	175					
Requirement/Remarks:						
Signature:		Routing Symbol:			Date:	

Airport ID: KAUS
Apt Name: AUSTIN-BERGSTROM INTL
City: AUSTIN
State: TEXAS
Proc ID: ILS OR LOC RWY 36L
Amdt: 7
Scale: 1:500,000

LOC STEPDOWN
JOVSA TO FUNNN
AAO 850

INTERMEDIATE
BIIRD TO JOVSA
AAO 896

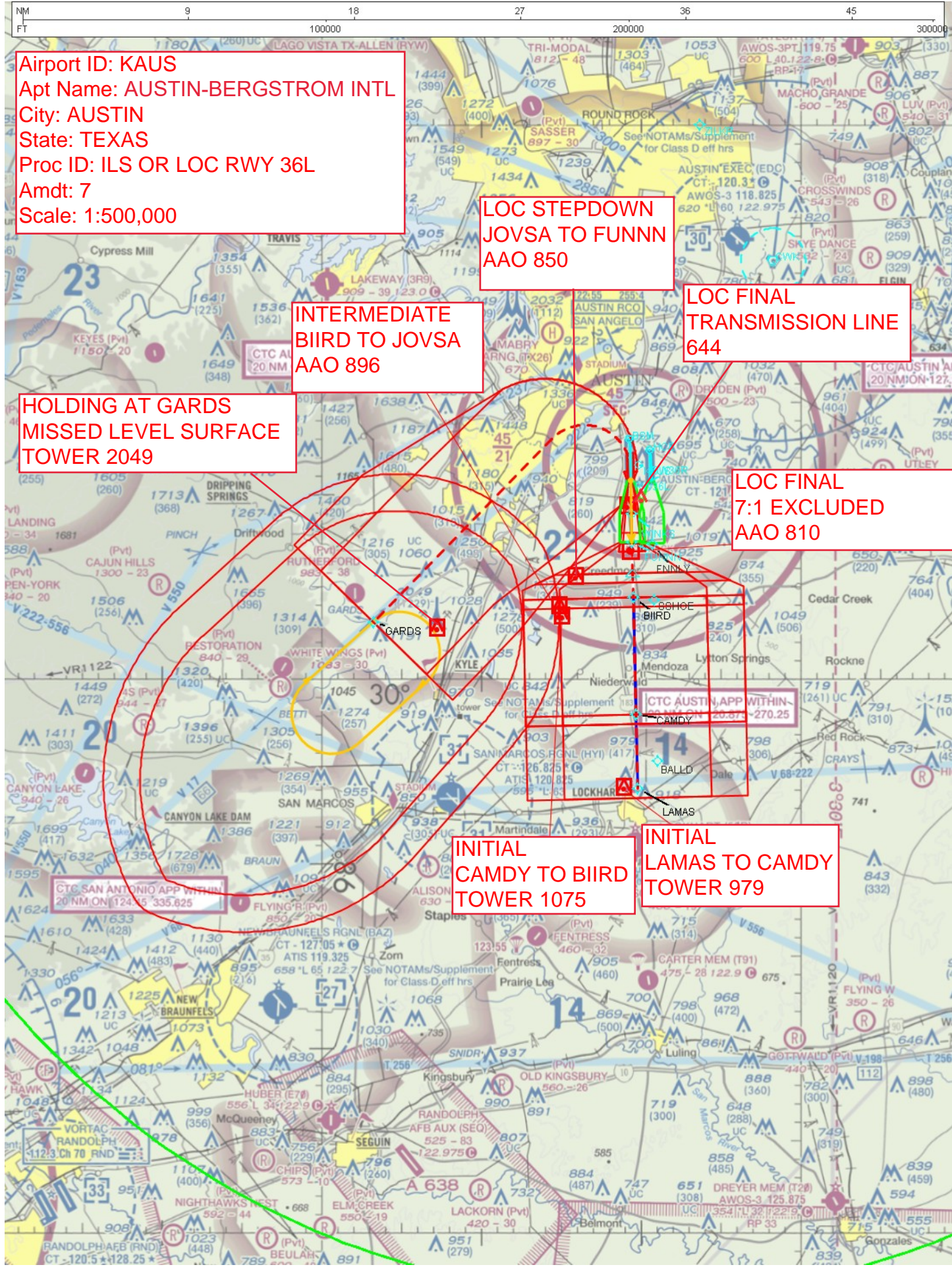
LOC FINAL
TRANSMISSION LINE
644

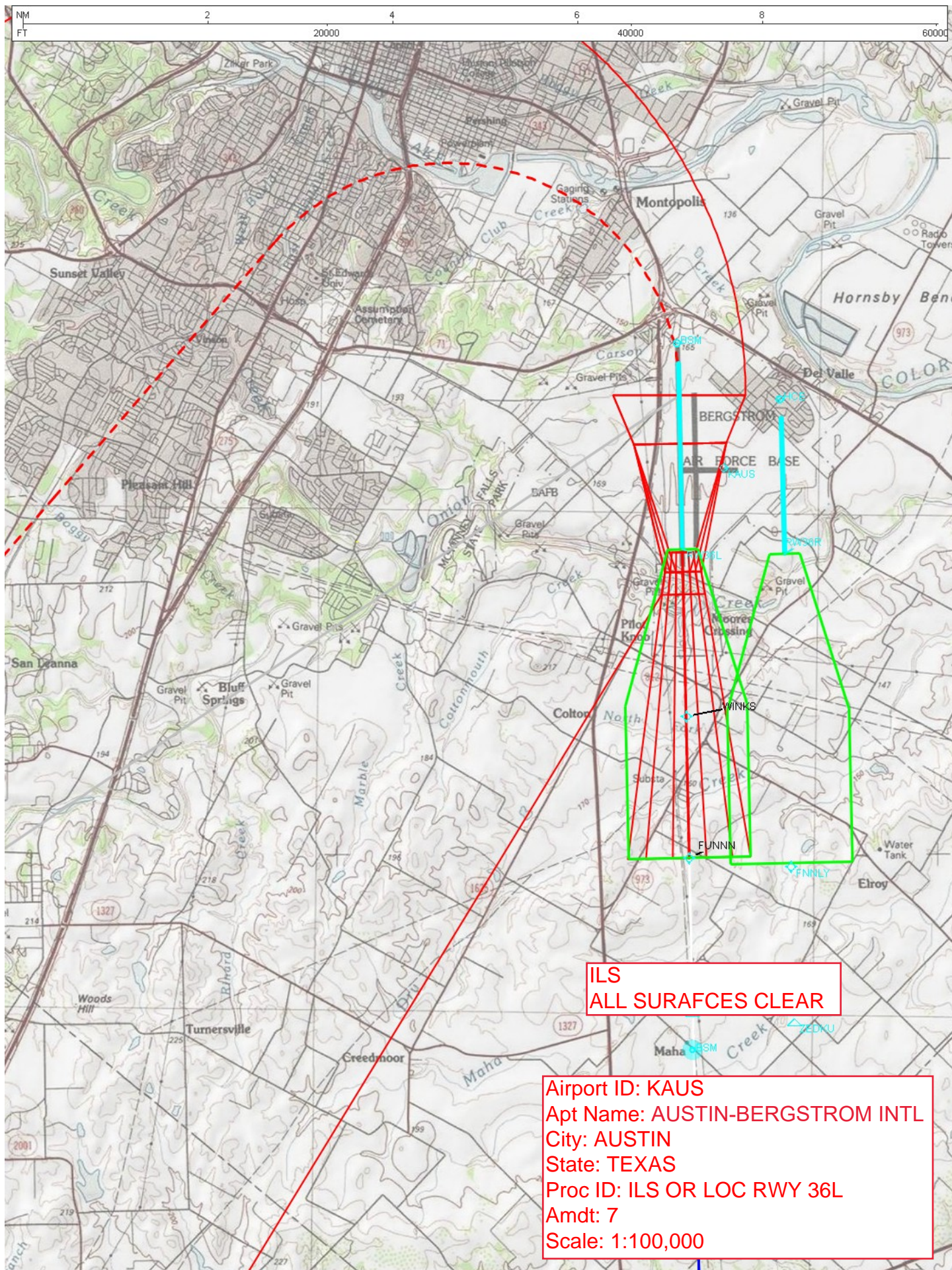
HOLDING AT GARDS
MISSED LEVEL SURFACE
TOWER 2049

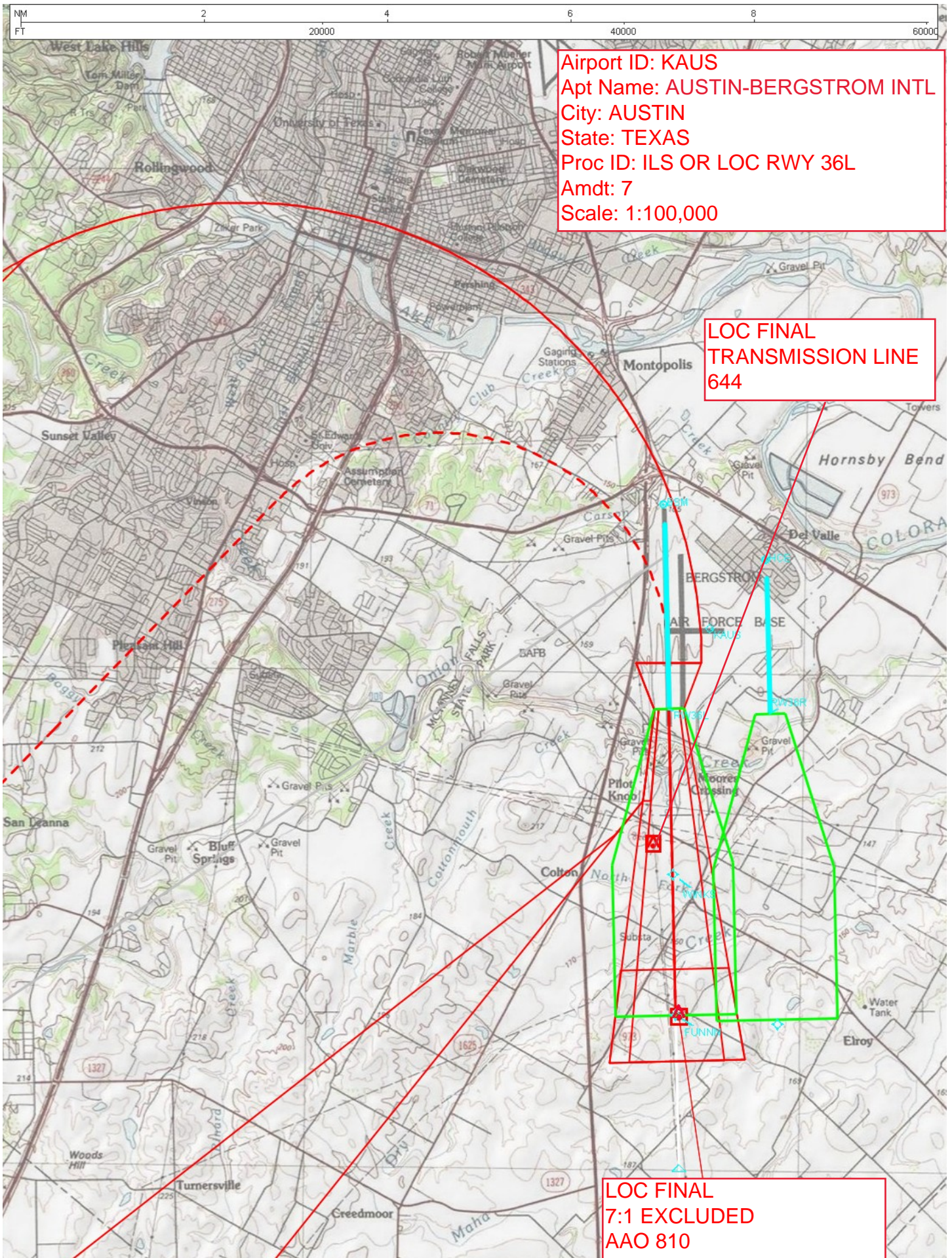
LOC FINAL
7:1 EXCLUDED
AAO 810

INITIAL
CAMDY TO BIIRD
TOWER 1075

INITIAL
LAMAS TO CAMDY
TOWER 979







Federal Aviation Administration Categorical Exclusion Declaration

Date: 10/06/20

IFP: Nugent, Mitchell (Mitchell.D.Nugent@faa.gov)

Airport Contact: -

Request ID: KAUS_20810

Single or Multiple Procedure: Multiple

Procedure Name(s): ILS or LOC RWY 18L Amdt 3B CAT I/II/III ILS or LOC RWY 18R Amdt 5D ILS or LOC RWY 36L Amdt 6C ILS or LOC RWY 36R Amdt 4A CAT I/II RNAV (GPS) Y RWY 18L Amdt 2B RNAV (GPS) Y RWY 18R Amdt 2A RNAV (GPS) Y RWY 36L Amdt 2B RNAV (GPS) Y RWY 36R Amdt 2A RNAV (RNP) Z RWY 18L Amdt 1A RNAV (RNP) Z RWY 18R Amdt 1A RNAV (RNP) Z RWY 36L Amdt 1A RNAV (RNP) Z RWY 36R Amdt 1A DXEE TWO (RNAV) STAR LAIKS THREE (RNAV) STAR SEWZY SIX (RNAV) STAR WLEEE SIX (RNAV) STAR TAKE OFF AND OBSTACLE DEPARTURE MINIMUMS AMDT 2A AEROZ TWO (RNAV) DP AUSTIN SIX DP BNDIA THREE (RNAV) DP CENTEX SEVEN ELOEL THREE (RNAV) DP ILEXY THREE (RNAV) DP MUCKY THREE (RNAV) DP PALMS THREE DP SAYBR THREE (RNAV) DP

Procedure Request Description:

This project involves three sets of editorial changes to procedures.

1) Runway number changes from 17/35 to 18/36 for the following procedures. Amendments to update procedures to the correct published runway numbers will eliminate the need for NOTAMs (notices to airmen) and eliminate possible confusion. These are editorial only to match the published procedures to the newly painted runway numbers after the MAGVAR updates:

ILS or LOC RWY 18L Amdt 3B CAT I/II/III
ILS or LOC RWY 18R Amdt 5D
ILS or LOC RWY 36L Amdt 6C
ILS or LOC RWY 36R Amdt 4A CAT I/II
RNAV (GPS) Y RWY 18L Amdt 2B
RNAV (GPS) Y RWY 18R Amdt 2A
RNAV (GPS) Y RWY 36L Amdt 2B
RNAV (GPS) Y RWY 36R Amdt 2A
RNAV (RNP) Z RWY 18L Amdt 1A
RNAV (RNP) Z RWY 18R Amdt 1A
RNAV (RNP) Z RWY 36L Amdt 1A
RNAV (RNP) Z RWY 36R Amdt 1A
DXEE TWO (RNAV) STAR
LAIKS THREE (RNAV) STAR
SEWZY SIX (RNAV) STAR
WLEEE SIX (RNAV) STAR
TAKE OFF AND OBSTACLE DEPARTURE MINIMUMS AMDT 2A
AEROZ TWO (RNAV) DP
AUSTIN SIX DP
BNDIA THREE (RNAV) DP
CENTEX SEVEN ELOEL THREE (RNAV) DP
ILEXY THREE (RNAV) DP

MUCKY THREE (RNAV) DP
PALMS THREE DP
SAYBR THREE (RNAV) DP

2) Add Altitude and Speed Restriction at HOUKM INT (AT 5000/AT OR BELOW 210 KNOTS) and JEDYE INT (AT 4000/AT OR BELOW 210 KNOTS) to four (4) instrument procedures, below. There is no altitude change; the speed change will mirror the speed restriction on the already published RNAV (RNP) Z RWY 17L and 17R.

ILS or LOC RWY 18L
ILS or LOC RWY 18R
RNAV (GPS) Y RWY 18L
RNAV (GPS) Y RWY 18R

3) Designate CAMDY waypoint as an IAF (initial approach fix) and lower the current published altitude, at or above 4400 MSL, to at or above 4000 MSL, in order to align with STAR altitudes. This will allow for a smooth transition from the Standard Arrival Route (STARs) to the terminal environment and instrument procedures. Additionally, this will match up altitude restrictions on the STARs with the terminal instrument procedures. Aircraft are flying at these altitudes already and there will be no change to the lateral flight path. PDARS data show that aircraft are already flying at 4000 MSL, so this is not new to the area. The Airport Authority/City concurred with this project.

4) Designate via note change that LAMAS is an IAF for the RNP approach, at 5000 MSL or above, which is the same altitude at LAMAS for the ILS approach to 36L.

5) And the three (3) following amendments due to criteria changes (these are minimal and essentially do not change where planes fly):

i. RNP 36L arc between waypoints HEGVO and MYOPE had to be reconstructed. Location of HEGVO moved 0.02nm (120 feet) to the west. The location of MYOPE moved 0.06nm, (375 feet) to the east. The movements are along the same track; there is no lateral or altitude change. Just the geometry of the RNP track had to change, approximately 0.05nm to the southeast between SQWCH and MYOPE.

ii. Waypoint SQWCH moved 0.07nm to the south along the RNP track.

iii. Because MYOPE moved for the RNP to 36L, needed a new waypoint for the RNP for 36R, and that is called ZILKR; it is 0.1 nm to the west of MYOPE. This also required the WRRDD waypoint to move 0.10nm to the north along the track. All to meet criteria.

Declaration of Exclusion:

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1.

Basis for this Determination:

This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.

The applicable Categorical Exclusion is:

5-6.5.i: Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima. For modifications to air traffic procedures at or above 3,000 feet AGL, the Noise Screening Tool (NST) or other FAA-approved environmental screening methodology should be applied. (ATO, AVS)

The above flight procedure has been developed within the accepted parameters.

Concurrence/Reviewed By: **DAISY MATHER** Digitally signed by DAISY MATHER
Date: 2020.10.06 12:22:19 -05'00'

Title: Daisy Mather, Environmental Protection Specialist
ATO Central Service Center Operations Support Group, AJV-C25

Approved By: **CHRISTOPHER L SOUTHERLAND** Digitally signed by CHRISTOPHER L SOUTHERLAND
Date: 2020.10.06 13:34:38 -05'00' Date: _____

Title: Christopher L. Southerland, Manager
ATO Central Service Center Operations Support Group, AJV-C2